



Bakersfield to Palmdale High-Speed Train Project EIR/EIS

Initial Alternatives Analysis (AA) California High-Speed Rail Authority

**Board Briefing
July 8, 2010**





Section Description

- Approximately 77 miles
- Three Subsections
 - Edison: 11.1 mi.
 - Tehachapi: 40.7 mi.
 - Antelope Valley: 25.4 mi.



Bakersfield to Palmdale EIR/EIS



Alternatives Development

- Design Objectives
 - Minimize Travel Time/Route Length
 - Maximize connectivity and accessibility
 - Minimize operating and capital costs
- Comparison Measures
 - Natural Environment and Resources
 - Community Impacts and Support
 - Land Use
 - Construction Feasibility





Public Outreach Activities

- Scoping meetings / Report
- Technical Working Groups (TWG)
- Stakeholder meetings
 - Resource agencies
 - Local agencies, City Councils
 - Boards of Supervisors
- Public information meetings
- Fact Sheets
- E-mail alerts
- Media outreach
- CHSRA website updates

Welcome

**Public Information Meeting
Open House**

California High-Speed Train Project

We invite you to review the alternatives developed to bring the High-Speed Train through Edison, the Tehachapis and Antelope Valley.

Your comments will help us design the best project.

Bakersfield to Palmdale Project EIR/EIS

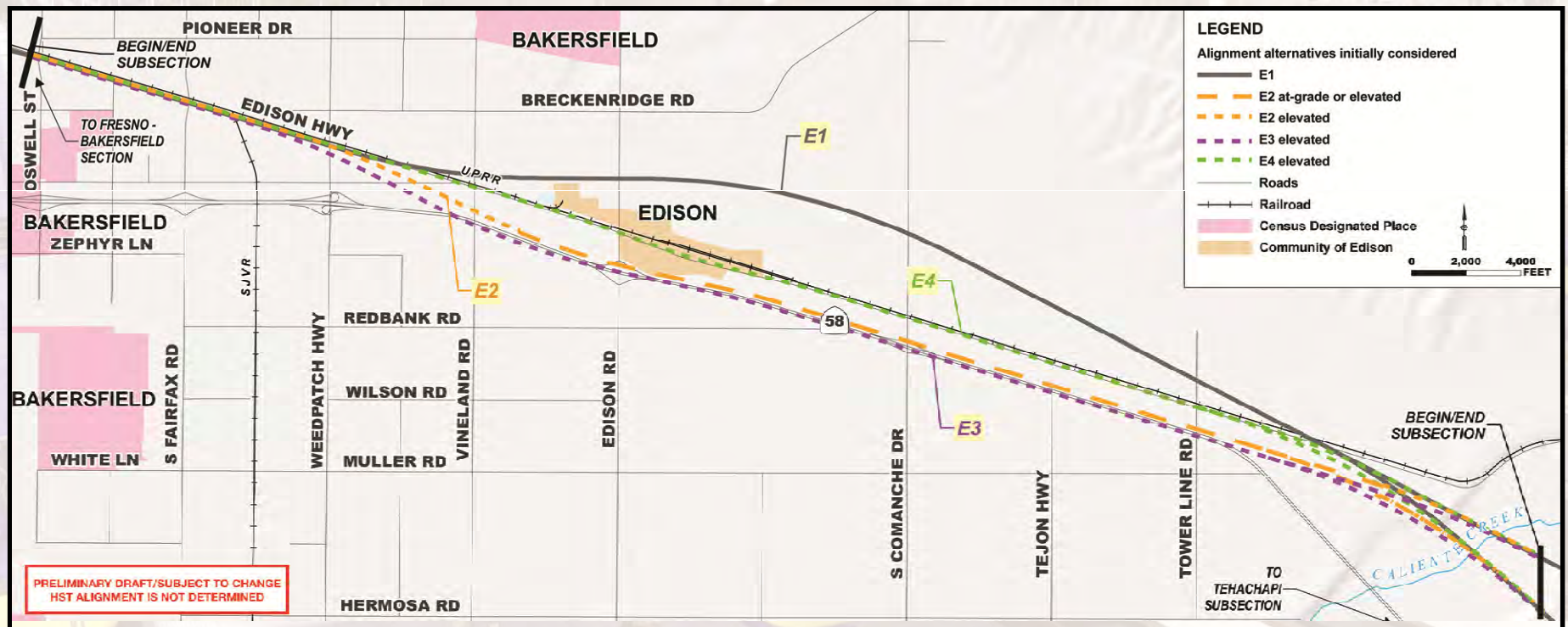
California High-Speed Train Project





Edison Alternatives Considered

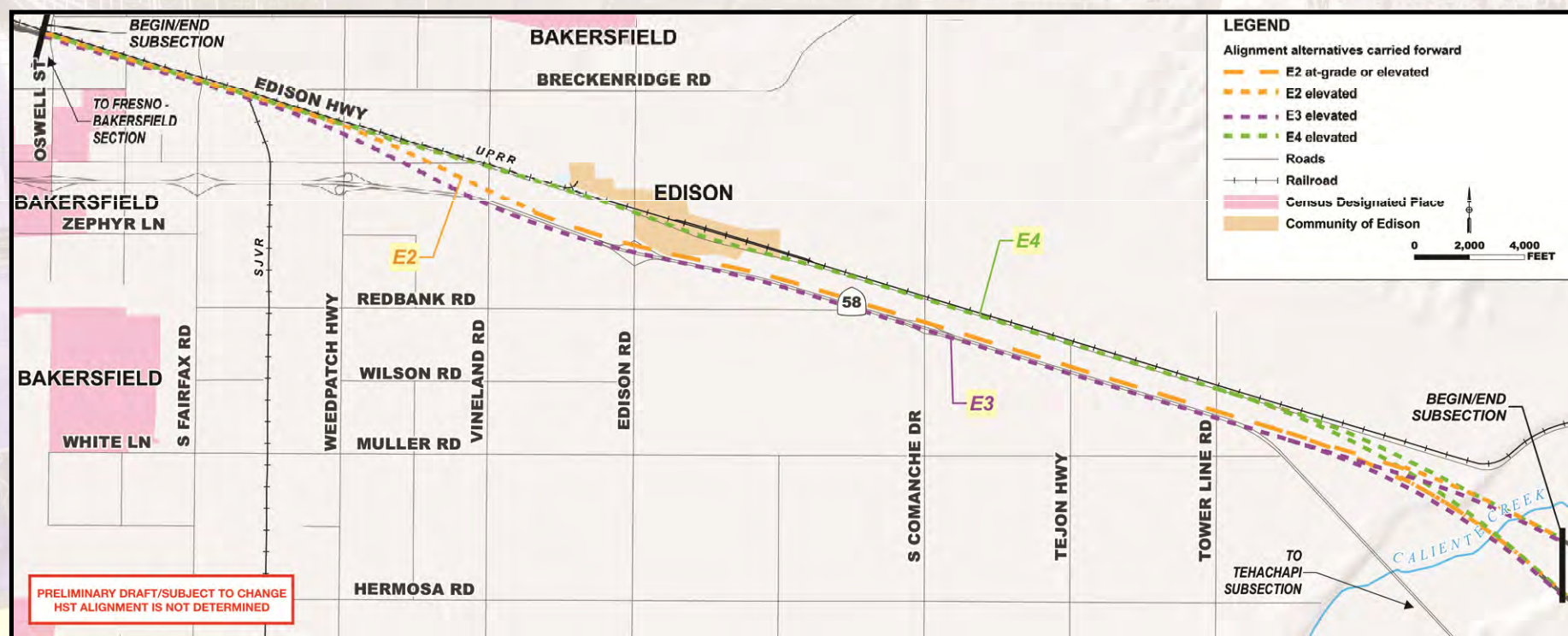
Alternative	E1 - North of Edison Highway	E2 - SR-58 Adjacent North Side		E3 - In SR-58 Median	E4 - Along Edison Highway
Profile	Primarily At-Grade	Partially At-Grade	All Elevated	All Elevated	All Elevated





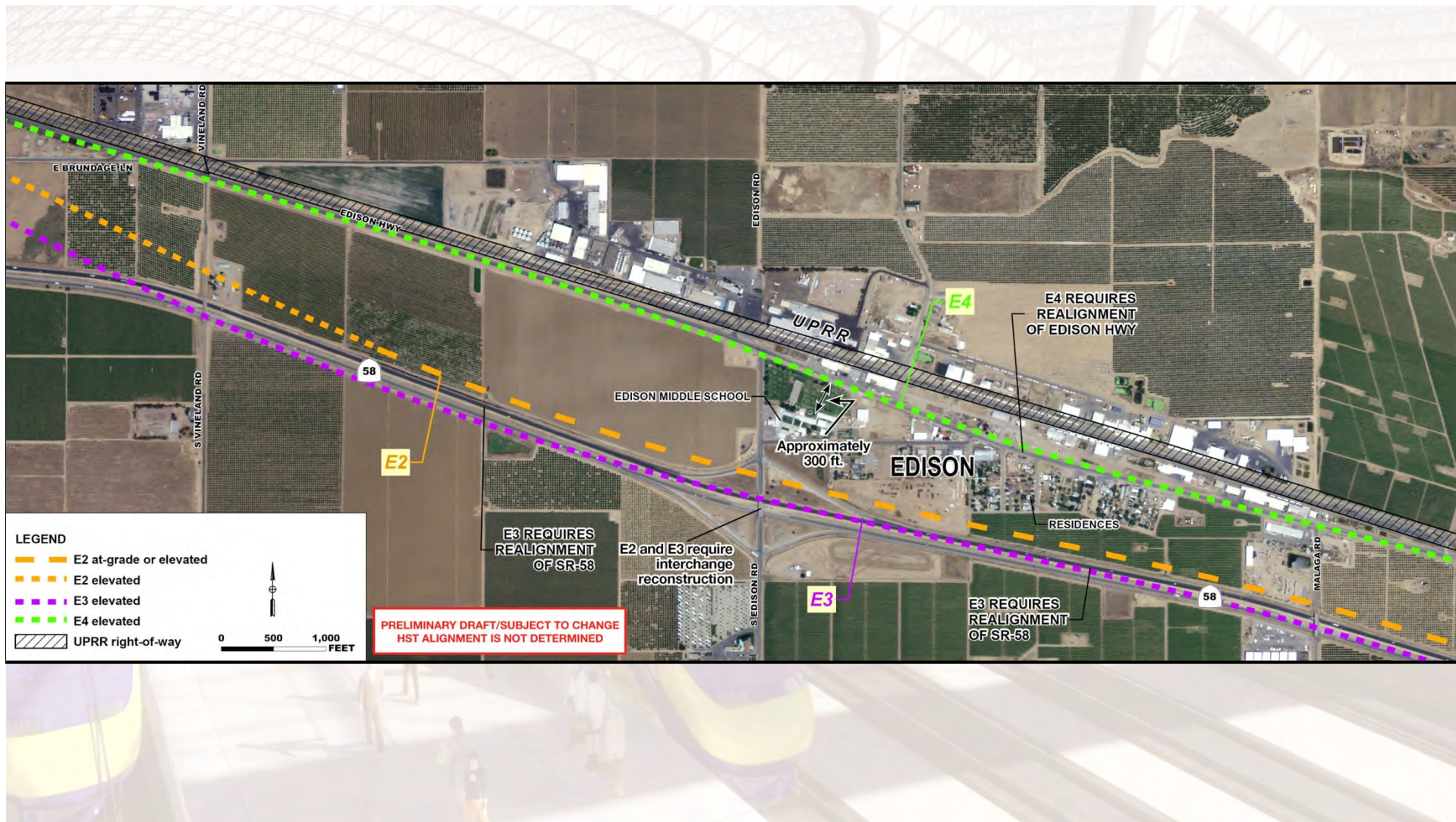
Edison Alternatives Carried Forward

Alternative	E2 - SR-58 Adjacent North Side		E3 - In SR-58 Median	E4 - Along Edison Highway
Sub-Alternative	Partially At-Grade	All Elevated	All Elevated	All Elevated



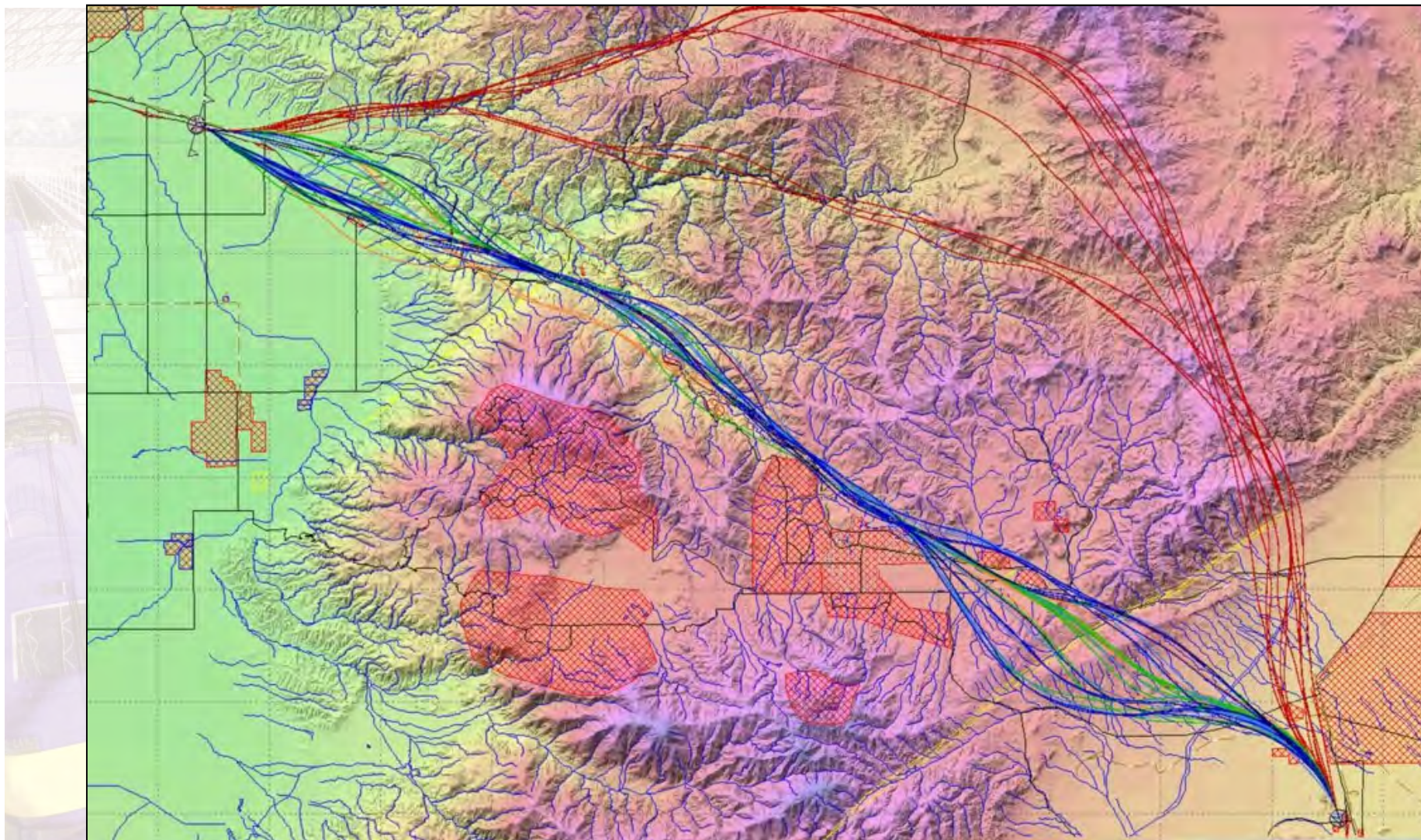


Edison Alternatives Carried Forward



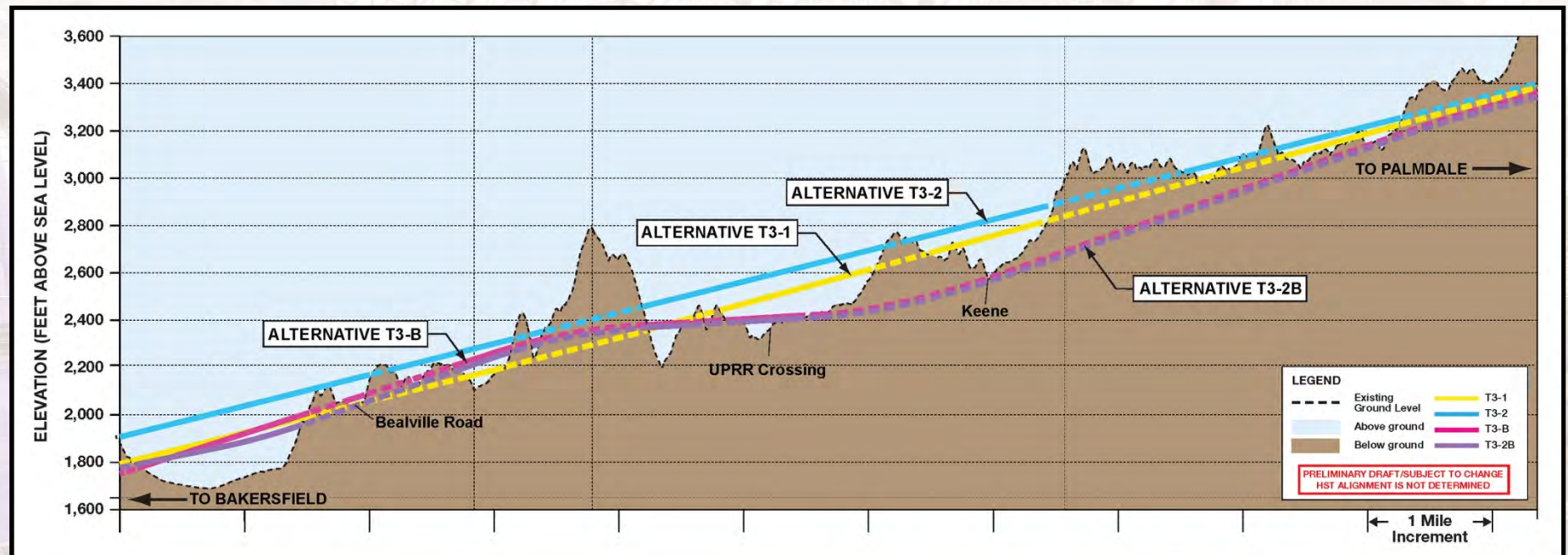


Quantm-Generated Alignments





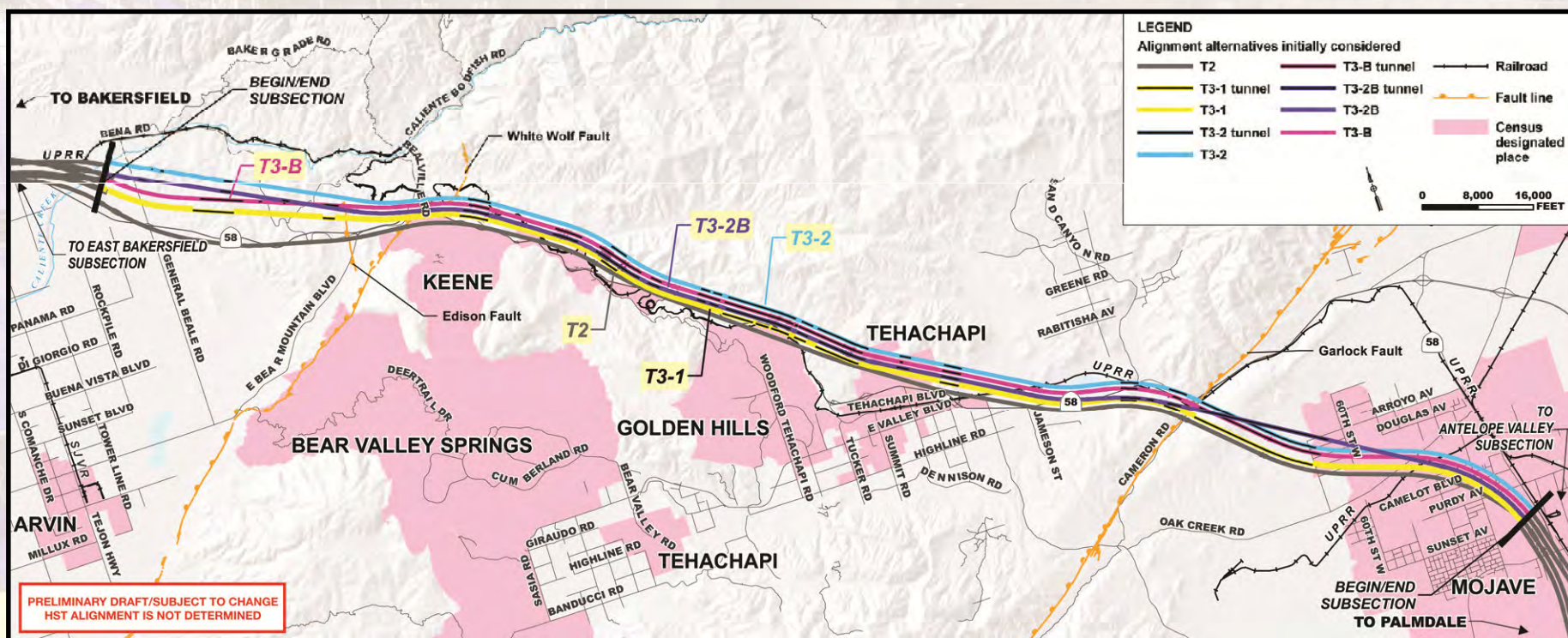
Alternative Profiles Western Tehachapi Mountains





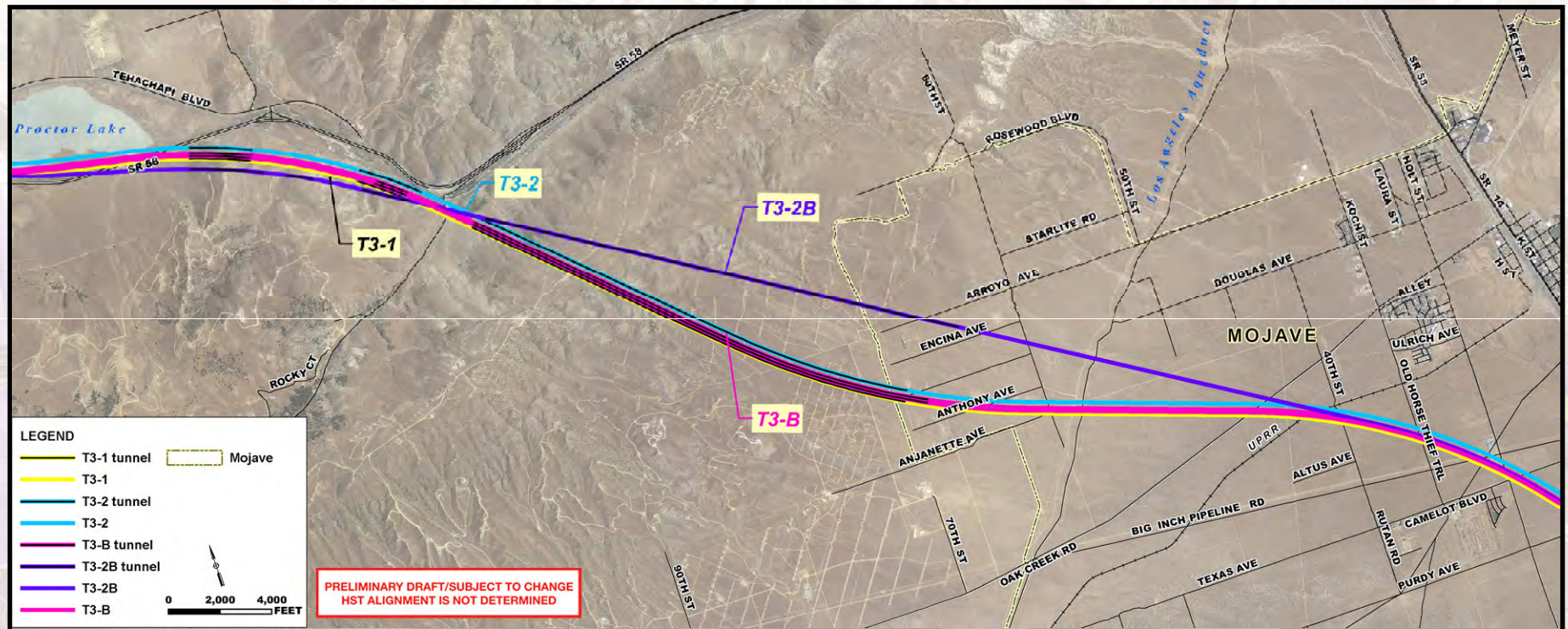
Tehachapi Alternatives Considered

Alternative	T2 - Refined Program Alignment	T3-1 - Quantum-Generated Alignment	T3-2 - Modified Quantum-Generated Alignment	T3-B - Phase Break Alignment	T3-2B - Revised Phase Break Alignment
Grade	Exceeds 3.5%, Extensive Tunneling	2.65% Average Grade, 2.75% Sustained Grade over 12 miles	2.5% Average Grade, 2.5% Sustained Grade over 20 miles	2.65% Average Grade, 3.5% Maximum Sustained Grade over 3.4 miles	2.5% Average Grade, 3.5% Maximum Sustained Grade over 3.4 miles





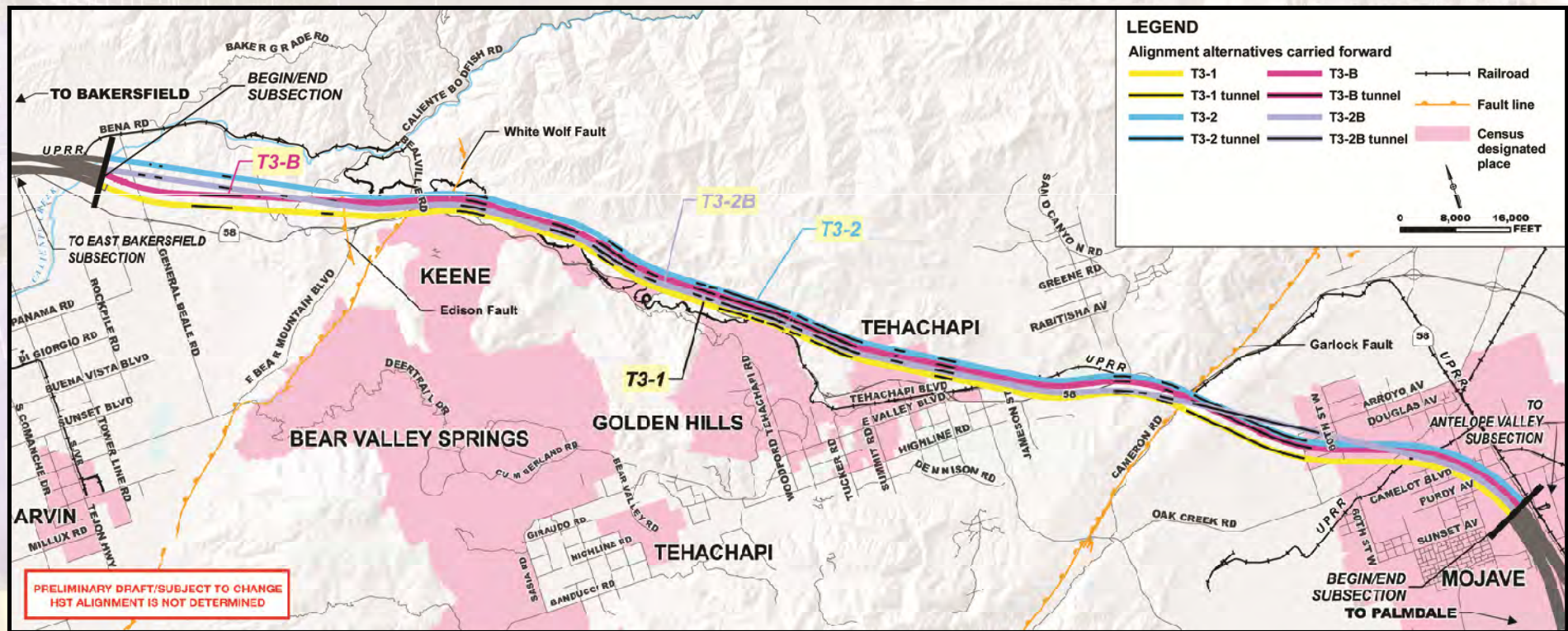
Mojave Area Alignment Map





Tehachapi Alternatives Carried Forward

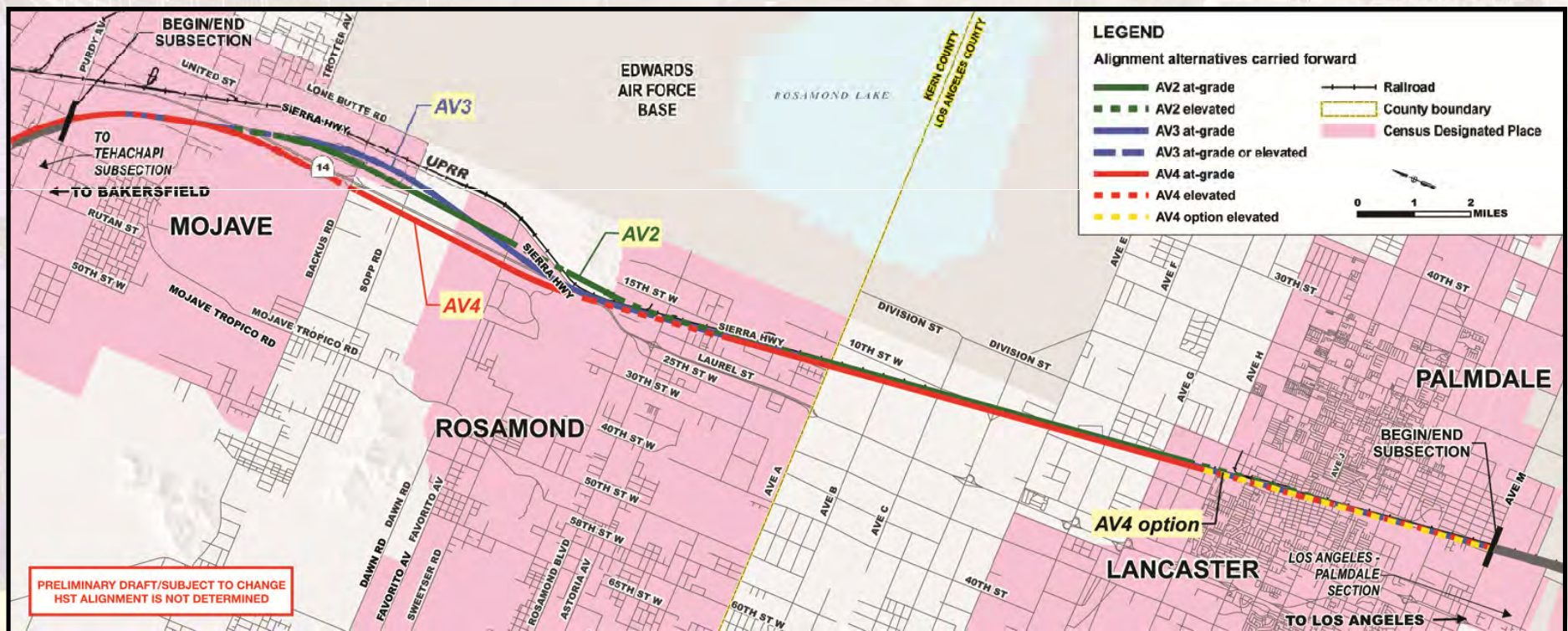
Alternative	T3-1 - 2.65% Average Grade, 2.75% Sustained Grade over 12 miles	T3-2 - 2.5% Average Grade, 2.5% Sustained Grade over 20 miles	T3-B - Phase Break Alignment 2.65% Average Grade, 3.5% Maximum Sustained Grade over 3.4 miles	T3-2B - Phase Break Alignment 2.5% Average Grade, 3.5% Maximum Sustained Grade over 3.4 miles
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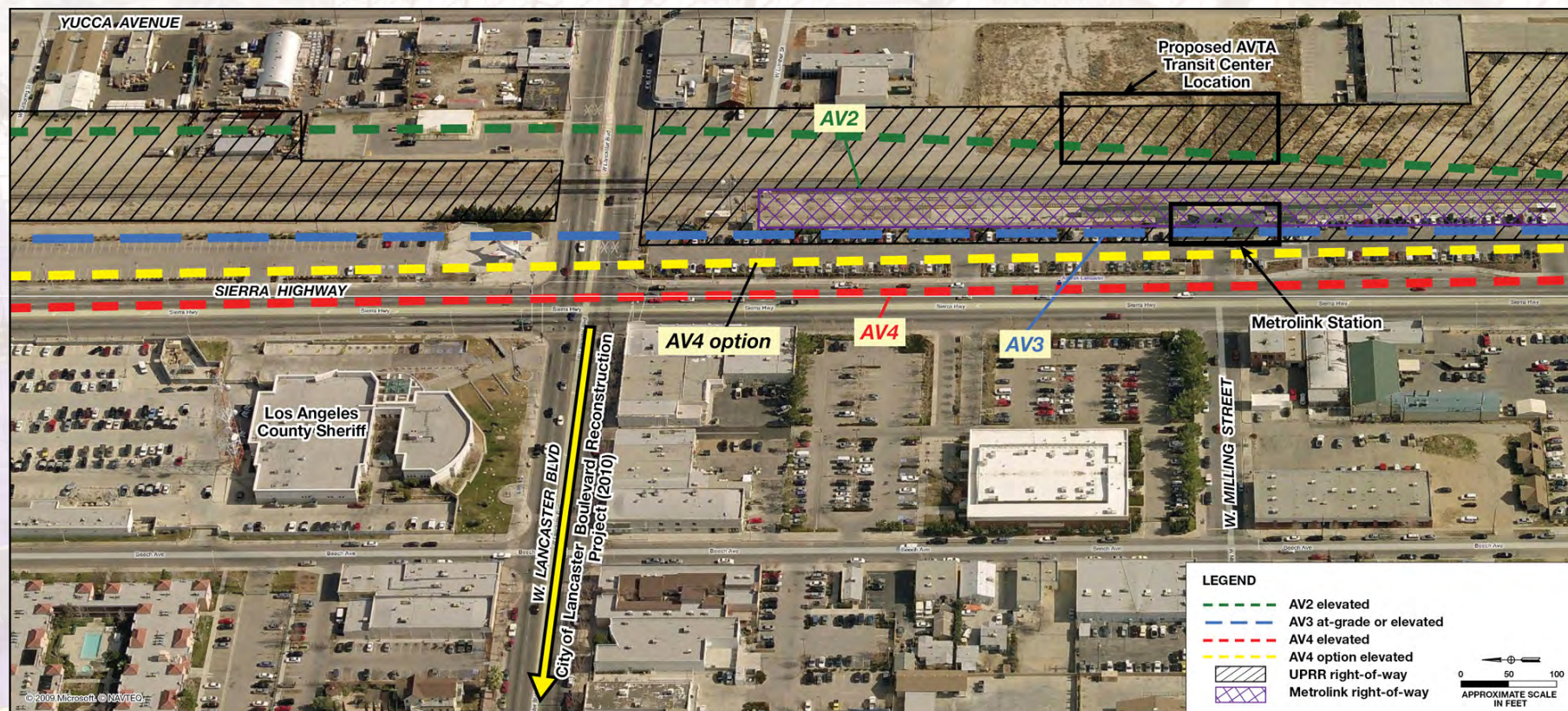
Antelope Valley Alternatives Considered

Alternative	AV2 - East Side of UPRR	AV3 - Between UPRR and Sierra Highway	AV4 - Within or Adjacent to Sierra Highway	AV4 - UPRR Avoidance Option
Sub-Alternative	Mixed At-Grade and Elevated	All At-Grade	Partially Elevated	Primarily Elevated





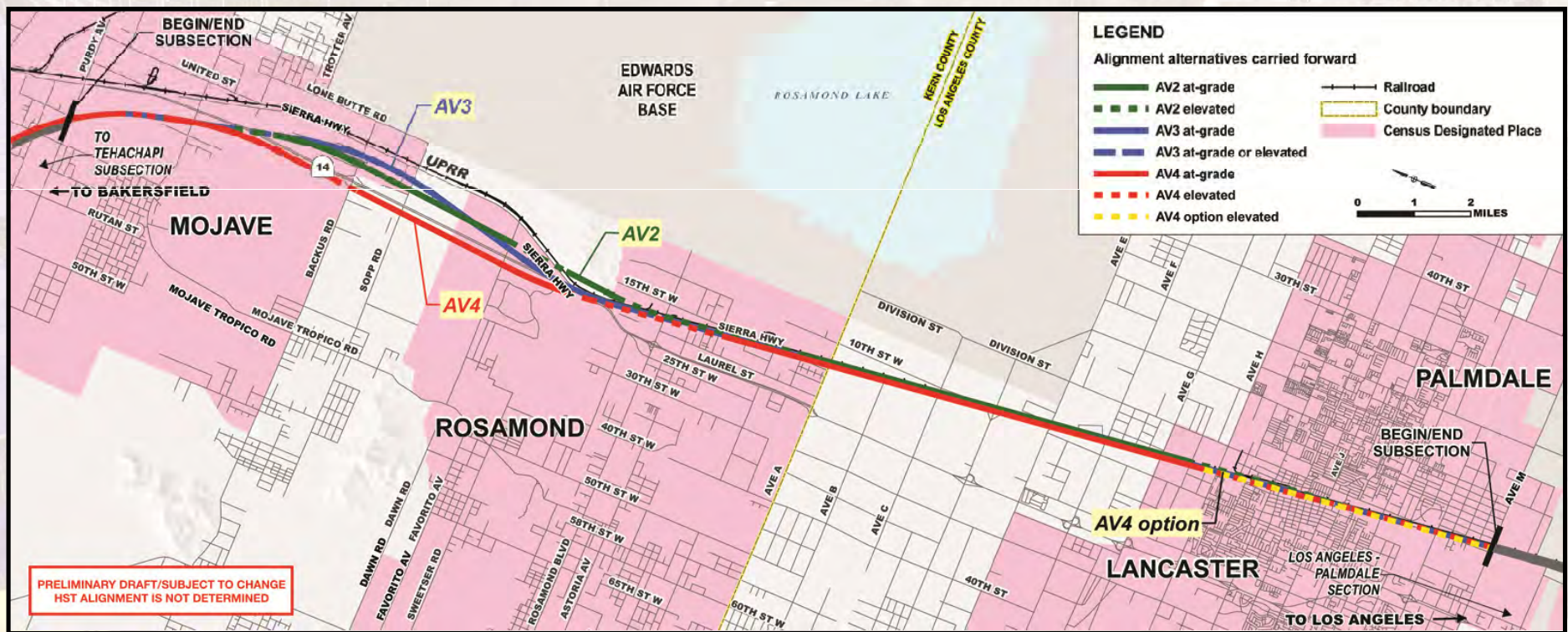
Lancaster Metrolink Station Area





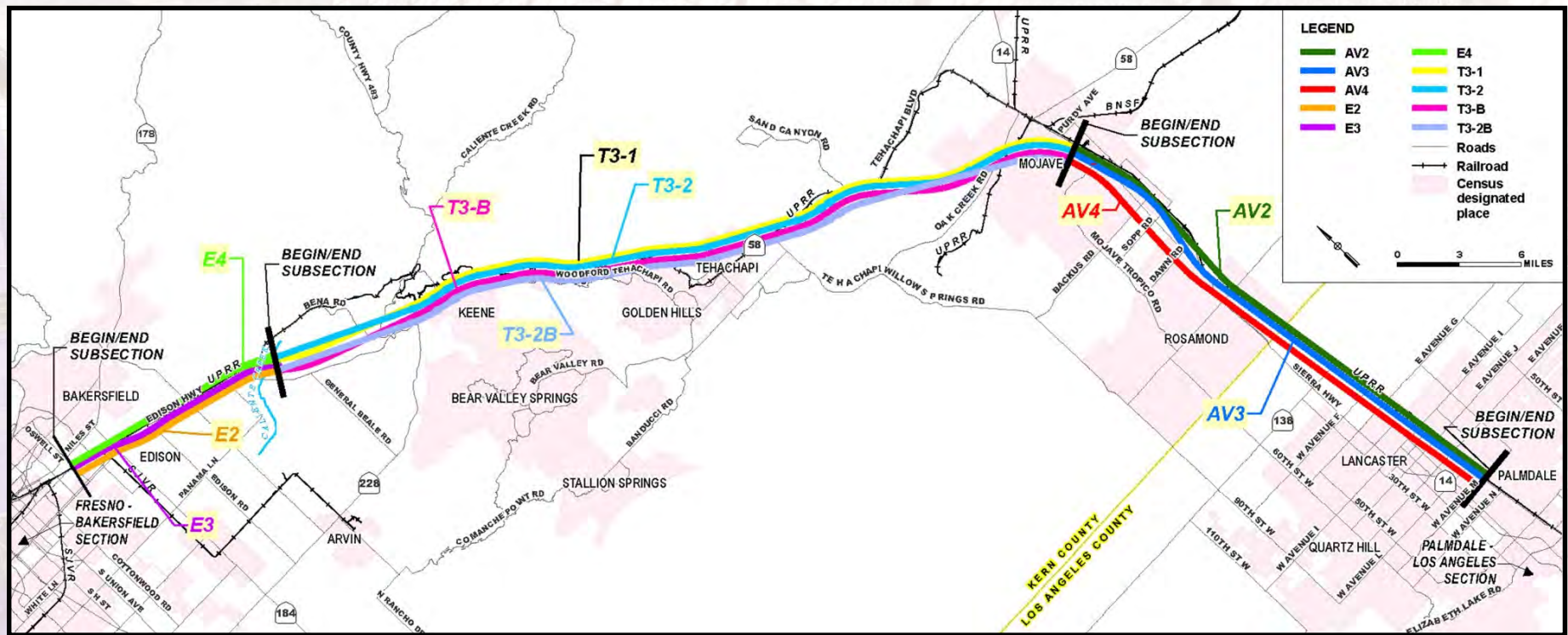
Antelope Valley Alternatives Carried Forward

Alternative	AV2 - East Side of UPRR	AV3 - Between UPRR and Sierra Highway	AV4 - Within or Adjacent to Sierra Highway	AV4 - UPRR Avoidance Option
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Alternatives Carried Forward for AA





Next Steps

- Board Action to Accept Recommendations
- Continue to meet with Stakeholders and the Public
- Prepare Preliminary AA Report
- Prepare Supplemental AA Report if needed
- Begin Environmental Technical Studies
- Draft EIR/EIS – February 2013
- Final EIR/EIS – September 2013

